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COUNTRY Germany (Soviet Zone)

REPORT NO

25X1A

TOPIC Neuruppin Airfield

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Handwritten signature and initials.

EVALUATION PLACE OBTAINED

DATE OF CONTENT

DATE OBTAINED

March 1951

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REFERENCES

PAGES 3 ENCLOSURES (NO. &amp; TYPE) 3 - sketches on ditto

REMARKS

SOURCE

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1. No aircraft were stationed at the Neuruppin (N 53/3 49) airfield on 26 January 1951, although many Soviet Air Force soldiers were quartered at the field. The soldiers were seen in the town making purchases. Private houses in the vicinity of the field had to be evacuated for airfield personnel. Construction was no longer observed at the field.
2. On 29 January, between 9:30 a.m. and 1 p.m., three biplanes, six two-seater, single-engine aircraft with radial engines, and 30 jet fighters landed at the field. (1) The sky was 4/10 overcast, the cloud base was about 1,000 meters and the visibility was good. The jet fighters had swept wings, the air exhaust at the tail, and a nose wheel. Eight of the planes were painted dark gray and the rest had a silver sheen. Special markings or numbers could not be seen from the point of observation. The single-engine aircraft were low-wing monoplanes with an antenna rod on top of the cockpit, a retractable tail wheel, and dihedral wings. One of them had the red number 64 on its fuselage. (2)
3. On 29 January, at 4:30 p.m., the 30 jet fighters were parked in three rows of ten in front of the intact hangar. The single-engine planes were parked behind them. All the jet fighters were covered with dark green tarpaulins. Two radio trucks were parked between the rows of aircraft. An underground smoke generator (Rauchofen) and a mobile radio unit were seen at the side of the road connecting the runway and taxiway. A searchlight, fitted on a tripod about 1 1/2 meters high, was emplaced in the same line. Two biplanes made practice flights between 6:30 and 8 p.m.
4. On 30 January, at 8:40 a.m., three jet fighters took off from the field, flew at a high altitude and landed again at 10 a.m. Stunt flights were made by three single-engine, low-wing monoplanes between 9 and 11 a.m. and 1 and 3 p.m.
5. The aircraft strength at the field was unchanged on 31 January. There was no flying with jet fighters between 9 a.m. and noon.

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A private house opposite the entrance to the field was occupied by four officers' dependents. Soldiers' and officers' wives were seen buying clothes in Neuruppin.

6. On 1 February, between 10 a.m. and noon, three single-engine, low-wing monoplanes practiced formation flying in the vicinity of the airfield. A landing beacon was observed for the first time. (3) A row of red lights extended about 20 meters south of the runway and in its eastern extension. Two red lights, each about 30 cm in diameter and 60 cm high, were fitted on top of a house in the northeastern corner of the cemetery. All high trees east of the runway were cut down. A wooden hut 2x3 meters was recently erected in the cemetery. (4)
7. On 2 February, there was no flying at the field because of poor visibility and light snow fall.
8. On 5 February, there was formation flying with jet aircraft and stunt flying with two-seater, single-engine planes with radial engines at the airfield. Conventional planes practiced individual flying on 6 February. No flights were made at the field on 7 February. The searchlight previously seen south of the runway had been removed. Several tank trucks entered and left the installation located north of the field which has four observation towers. This camp was apparently a fuel dump.
9. On 8 February, the field was occupied by ten jet planes which were covered with tarpaulins and six two-seater conventional aircraft with radial engines. Additional aircraft were probably parked in the hangars. No construction was seen at the field, except for the previously reported construction of a temporary wooden building in the cemetery. (4) Individual daytime flights were made with conventional planes.

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About 5 p.m., three jet planes were towed by trucks from the western end of the runway to the repair hangar.

11. On 2 February, the field was occupied by 21 jet fighters with swept wings, 13 single-engine aircraft, and 7 biplanes. (1) Two radio trucks, each with a rod antenna approximately 5 meters high were parked on the eastern end of the runway. Lights recently set up included seven lights between the eastern end of the runway and Wittstocker Allee, five lights between Wittstocker Allee and Gentzstrasse, and two lights just west of the radio installation in the cemetery. (3) and (4)
12. On 3 February, at noon, two biplanes and 13 fighters with considerably high rudder assemblies and swept wings were parked in

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- (1) The information that the Neuruppin airfield was newly occupied by fighters was previously received from the same source. See [REDACTED]. Other sources indicate that this fighter regiment which was previously stationed in Oranienburg was equipped with about 30 Mig-15s, 13 conventional fighters, probably training aircraft of Yak-11 type and two seater LAs, and some PO-2s. For layout sketches of airfield, see Annexes 1 and 2.
- (2) This aircraft number was observed by another source on a Yak-11 in November 1950. [REDACTED] 25X1A
- (3) The establishment of lighting facilities along the landing strip and flying lane is reported for the first time and confirmed by another source in paragraph 9. The disposition of the lights is the same as at all other airfields in the Soviet Zone of Germany which are occupied by fighter regiments. For layout sketch of lights, see Annex 3.
- (4) The radio installation probably set up near the temporary building in the cemetery is probably a landing beacon. This belief is supported by the information that the row of lights along the flying lane starts at this radio installation.
- [REDACTED]

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3 Annexes: sketches on ditto

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